

1. A track for a railborne vehicle with a long-stator linear drive comprising at least one long stator, with a plurality of track elements arranged along a line, comprising a carrier (1), at least one functional part (2) arranged on the carrier, which functional part (2) comprises at least one stator carrier (3) arranged along the line for receiving at least one stator section (4), which stator section (4) is composed of one or more stator packets (5) with a front (6) and a back (7) joining end, characterized in that the longitudinal extension of the front joining end (6) has a spatial contour (8) extending out of a cross-sectional plane of the stator packets (5), that the longitudinal extension of the back joining end (7) has a spatial countercontour (9) corresponding with the contour (8), and that the front joining end (6) and the back joining end (7) of adjacent stator packets (5) overlap in the longitudinal direction.
2. The track according to the previous claim, characterized in that the contour (8) and the countercontour (9) are designed in such a manner that the contour (8) and the countercontour (9) can be fitted into one another by being shifted parallel to the longitudinal axis of the stator packet (5).
3. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) are designed in such a manner that they have at least approximately two parallel, level, oblique surfaces.
4. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) are designed in such a

manner that they are limited by corresponding, at least approximately level surfaces.

5. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) are designed in such a manner that they have at least approximately two corresponding stepped profiles.

6. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding recesses and elevations in order to form a cogging.

7. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding recesses and elevations whose flanks run substantially parallel to the travel plane in order to form an at least approximately vertically acting cogging.

8. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding recesses and elevations whose flanks run substantially parallel to a longitudinal sectional plane of the stator packet in order to form a cogging acting at least approximately transversely to the direction of travel.

9. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding recesses and elevations whose flanks are aligned in a crossing manner in a cross-sectional plane of the stator packet in order to form an a vertically and horizontally acting cogging.

10. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding flanks extending at least partially behind one another in order to form an engagement acting in the longitudinal direction.

11. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) are designed in such a manner that the contour (8) and the countercontour (9) can be brought into one another by a rotation about the vertical axis of the stator packet (5).

12. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding recesses and elevations arranged like a chessboard in order to form an a vertically and horizontally acting cogging.

13. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) have corresponding surfaces and/or edges with bevelings [slopes, facets] and/or champfers to facilitate the mounting.

14. The track according to one of the previous claims, characterized in that the contour (8) and the countercontour (9) are designed in such a manner that that adjacent and overlapping stator packets can rotate against each other as concerns the vertical axis, transverse axis and/or longitudinal axis.

15. The track according to one of the previous claims, characterized in that the material gap between adjacent stator packets (5) within a stator

section (4) has a different width than the width of the material gap between adjacent stator packets (5) of stator sections (4) bordering on each other.

16. The track according to one of the previous claims, characterized in that front and back joining ends (6, 7) that are adjacent within a stator section (4) have a first spatial contour (8) and corresponding countercontour (9) and that adjacent front and back joining ends (6, 7) belonging to different stator packets have a second spatial contour (8) and corresponding countercontour (9).

17. The track according to one of the previous claims, characterized in that the spatial contour (8) and the corresponding countercontour (9) of adjacent stator packets (5) of one or several standard lengths are designed in such a manner that different polygonal course lengths of parallel long stators occurring in curved track sections are compensated by an overlapping.

18. The track according to one of the previous claims, characterized in that adjacent stator packets (5) are cogged to each other in such a manner that upon the failure of the suspension of a stator packet (5) the stator packet (5) drops onto the cogging of the other stator packet (5) and thus reveals the defect.

19. A kit for constructing tracks for a railborne vehicle with a long-stator linear drive comprising at least one long stator, characterized in that the kit contains stator packets (5) in accordance with one of the previous claims.

20. A carrier for a track for a railborne vehicle with a long-stator linear drive comprising at least one long stator, on which carrier (1) at least one functional part (2) is arranged, which functional part (2) comprises at least one stator carrier (3) arranged along the carrier (1) for receiving at least one stator section (4), which stator section (4) is composed of one or several stator packets (5) with a front joining end (6) and a back joining end (7), characterized in that the longitudinal extension of the front joining end (6) has a spatial contour (8) extending out of a cross-sectional plane of the stator packets (5), that the longitudinal extension of the back joining end (7) has a spatial countercontour (9) corresponding to the contour (8), and that the front joining end (6) and the back joining end (7) of adjacent stator packets (5) overlap in the longitudinal direction.

21. A stator packet for a track for a railborne vehicle with a long-stator linear drive, a plurality of stator sections (4) arranged along a line, which stator sections are composed of one or several stator packets (5) with a front (6) and a back (7) joining end, characterized in that the longitudinal extension of the front joining end (6) has a spatial contour (8) extending out of a cross-sectional plane of the stator packets (5), that the longitudinal extension of the back joining end (7) has a spatial countercontour (9) corresponding to the contour (8), and that the front joining end (6) and the back joining end (7) of adjacent stator packets (5) overlap in the longitudinal direction.

Figure 8

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Cross-sectional plane

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